

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:05 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 1067 Const Calendar Day: 640 Date: 06-Mar-2014 Thursday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition partly cloudy

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:



ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314.

Ironworker Barry Rothman is working an 8-hour shift 0700 through 1530 today on CCO 314. He is joined by 2 ironworkers for the morning period only (0700 through 1200) – Charles (Rand) Clayborn and Reginald (Reggie) Humphry are present at the test rig area to remove the diaphragm from TR 10. Then, after lunch they travel to their regular work site for the rest of the day at the tower, with the non-CCO work starting at 1330 for the last 2 hours of the shift – this work is not covered by this diary.

In the morning at TR 11, ironworker Barry completes grinding of the paint and steel (at removed diaphragm) for MT. Also in the morning, the other 2 ironworkers get equipment and setup between 0700 and 0800, cut out the diaphragm between 0800 and 0900, and complete grinding between 0900 and 1130. Then they cleanup and remove their tools by 1200. They cut the diaphragm out by the air-arc method. They cut it very close to the test rig box plates without digging into the main test rig plates. They grind the remaining metal flush with the main test rig plates, except where the backing bars inside the box prevent grinding smooth in the corners. Note that TR 11 just had a bent plate with intact welds, while TR 10 had a plate that broke at the welds at the top and on one side with a broken plate near the weld for part of the other side and for part of the bottom. This meant that the diaphragm plate was not connected to the test rig main members for over 50% of the weld area. After removal of the diaphragm plate at TR 10 and completion of grinding of TR 11 in the morning, ironworker Barry starts grinding for paint removal at the exterior of TR 10. Grinding to remove paint at TR 10 is not completed today and is about half done.

A pallet from XKT arrives today with materials for TR's 12 and 13. This pallet has the 2 new end plates, the 2 new diaphragm plates, and the 2 new reinforcing washer plates for securing the grommet/bellows/flashing. This afternoon I examine these items from XKT that arrived earlier in the day. In the morning, I examined the machined items (rods and washers) from Oakland Machine Works that arrived yesterday.

Note that it rained over night. There was already a small lake in the middle of the test rig area from rain a few nights ago (on Monday night), and last night's rain added to this collection of water. This water is not large enough to reach or affect work scheduled at TR's 10 and 11. The collection of water is due to the intentional plugging of the DI in the middle of the test rig area as part of the approved SWPPP.

A generator – Whisperwatt 7000 – ABF ID 002343 is used most of the day. Another generator – Whisperwatt 7000 – ABF ID 002341 is on idle/standby at the work area and is not used today. Kubota



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Thursday

carts are used by the ironworkers today. An oxyacetylene torch is on idle/standby at the work area and is not used today. Grinders are used for much of the day. Brought to the site this morning is a compressor – IR P185R ABF ID 002078 and a welding machine – Lincoln Electric Vantage 500 ABF ID 000073. The compressor and welding machine are used in the morning only and are idle in the afternoon.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail used on site and paid as rented from ABF on a daily basis. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:

10' bought k-rail = 20 pieces

10' ABF k-rail = 4 pieces

20' rented k-rail = 16 pieces

20' ABF k-rail = 19 pieces

Note that this includes three 20' ABF k-rail between the CCO 314 work area and FW Spencer's yard, with that k-rail being in place prior to the CCO work and not related to CCO 314.

The agreed extra work with ABF is as follows:

Engineer Kelvin Chen - 1 hr

Ironworker Barry Rothman - 8 hrs

Ironworker Charles (Rand) Clayborn - 6 hrs

Ironworker Reginald (Reggie) Humphry - 6 hrs

Kubota Carts (2 each) - 14 hrs

Radios (3 radios) - 20 hrs

Generator (110 kW) - 8 hrs

Grinder - 8 hrs

Torch - 4 hrs

k-rail: 16 pcs @20' and 4 pcs @10'

Crane Mats (12x12 - 5'x16') - 4 pcs

Crane Mats (12x12 - 5'x7') - 2 pcs

Crane Mats (12x12 - 5'x8') - 11 pcs

See the attached Extra Work Order - Signed with ABF for CCO 314 work